



PCT

INTERNATIONAL PRELIMINARY EXAMINATION REPORT

(PCT Article 36 and Rule 70)

Applicant's or agent's file reference BET 03P0948	FOR FURTHER ACTION	See Notification of Transmittal of International Preliminary Examination Report (Form PCT/IPEA/416)
International application No. PCT/FR2003/002896	International filing date (day/month/year) 02 octobre 2003 (02.10.2003)	Priority date (day/month/year) 23 octobre 2002 (23.10.2002)
International Patent Classification (IPC) or national classification and IPC F02D 41/40, F01N 3/08		
Applicant PEUGEOT CITROEN AUTOMOBILES S.A.		

1. This international preliminary examination report has been prepared by this International Preliminary Examining Authority and is transmitted to the applicant according to Article 36.

2. This REPORT consists of a total of 4 sheets, including this cover sheet.

This report is also accompanied by ANNEXES, i.e., sheets of the description, claims and/or drawings which have been amended and are the basis for this report and/or sheets containing rectifications made before this Authority (see Rule 70.16 and Section 607 of the Administrative Instructions under the PCT).

These annexes consist of a total of _____ sheets.

3. This report contains indications relating to the following items:

- I Basis of the report
- II Priority
- III Non-establishment of opinion with regard to novelty, inventive step and industrial applicability
- IV Lack of unity of invention
- V Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement
- VI Certain documents cited
- VII Certain defects in the international application
- VIII Certain observations on the international application

Date of submission of the demand 20 février 2004 (20.02.2004)	Date of completion of this report 13 July 2004 (13.07.2004)
Name and mailing address of the IPEA/EP	Authorized officer
Facsimile No.	Telephone No.

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International application No.

PCT/FR2003/002896

I. Basis of the report

1. This report has been drawn on the basis of (Replacement sheets which have been furnished to the receiving Office in response to an invitation under Article 14 are referred to in this report as "originally filed" and are not annexed to the report since they do not contain amendments.):

the international application as originally filed.

the description, pages 1-6, as originally filed,
pages _____, filed with the demand,
pages _____, filed with the letter of _____,
pages _____, filed with the letter of _____.

the claims, Nos. 1-8, as originally filed,
Nos. _____, as amended under Article 19,
Nos. _____, filed with the demand,
Nos. _____, filed with the letter of _____,
Nos. _____, filed with the letter of _____.

the drawings, sheets/fig 1/2-2/2, as originally filed,
sheets/fig _____, filed with the demand,
sheets/fig _____, filed with the letter of _____,
sheets/fig _____, filed with the letter of _____.

2. The amendments have resulted in the cancellation of:

the description, pages _____

the claims, Nos. _____

the drawings, sheets/fig _____

3. This report has been established as if (some of) the amendments had not been made, since they have been considered to go beyond the disclosure as filed, as indicated in the Supplemental Box (Rule 70.2(c)).

4. Additional observations, if necessary:

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V. Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement

1. Statement

Novelty (N)	Claims	1-8	YES
	Claims		NO
Inventive step (IS)	Claims	1-8	YES
	Claims		NO
Industrial applicability (IA)	Claims	1-8	YES
	Claims		NO

2. Citations and explanations

Document EP-A-1 035 315 is considered to be the closest prior art.

Document EP-A-1 035 315 discloses (figures 14-15c; columns 32 and 33) the regeneration of a NOx trap in a DIESEL engine,

- using a lean-mixture standard operating mode with a pilot injection and a main injection (figure 14A; column 29, lines 20-24)

and

- a rich-mixture regeneration mode (column 33, lines 1-19; figure 14c, lambda $\leq/=1$) with at least two pilot or main injections.

The number of pilot or main injections is not, however, a function of engine load. This leads to problems with regard to engine control in rich-mixture mode. This solution is not proposed in the prior art.

Claims 2-8 are dependent on claim 1 and, as such, therefore also fulfil the PCT requirements of novelty and inventive step.